

various New England places. In the party were a lot of Providence people.

SALVATIONISTS ON BOARD.

Among the passengers were a party of Salvation Army members belonging to the Swedish corps, seven being from Providence. They were under orders to report at the headquarters in New York. Forty-five members of the Providence corps in all left for New York, but the others took the boat from Fall River.

When the steamer left last evening a northwest gale was blowing and it was bitterly cold. Nevertheless, the night was fairly clear and many are at a loss to account for the collision. The breeze increased to a stiff gale off Point Judith and nearly all of the passengers went to bed. At about 10 o'clock the Larchmont passed Block Island steaming westward. According to the crew of the schooner, all of her lights were lit and she was plainly visible as she steamed along. In fact, those on the schooner say that they saw her fully an hour before the accident.

PASSENGERS SHAKEN FROM BERTHS.

The Knowlton was headed up the Sound. A heavy sea was running. At the time of the collision the schooner was on the port tack. As the two vessels neared each other there came a lot of sharp, short blasts from the Larchmont as a signal of danger. Then the two vessels came together with a crash that roused the passengers and shook them out of their berths. The steamer almost immediately began to settle.

The schooner first hit the Larchmont a few feet from the bow, tearing a big hole in her, then bounded back and again plunged into the Larchmont's port side, this time striking her a few feet forward of the port paddlebox. The heavy blow sent her into the upper works of the Larchmont and it probably injured some of the passengers.

As a result of the blows the Larchmont began to list badly to port and the water poured into the hold. Capt. McVay, who had been down below just before the collision, hurried into the pilot house when he heard the whistles blown. The main steamship burst and the whole lower part of the Larchmont was filled with steam, which made rescue work difficult. Passengers and crew tumbled out of their berths to be blinded with this steam, and the scene was terrible. All of the signals and means of communication between the pilot house and the engine room had been smashed.

ATTEMPT TO LAUNCH BOATS.

Capt. McVay got a few men to go to their stations and to attempt to get passengers into the boats. How well they succeeded he does not know. He and about a dozen of the passengers and crew got into the captain's boat, which was on the hurricane deck not far from the wheelhouse.

At that time men were apparently trying to launch other boats, but there was great confusion, according to the survivors, while the shrieks of women and children added to the horror of the wind and the sea and the awful cold.

According to those in the captain's boat the Larchmont sank in about ten minutes, which was scarcely time for them to get away from her. The point where she sank was about three miles from Quonochontaug Point, where there is a life saving station, and about seven miles from Block Island. It was a terrible row for those in the captain's boat. They reached Block Island about 8:30 o'clock this morning. All of those who were alive were frostbitten so badly that it was feared that they will die. It was hours before any one of them could tell any kind of a story. This is the captain's story, as he told it this afternoon.

THE CAPTAIN'S STORY.

"We left Providence 7 o'clock last night under a heavy northwest gale. When off Watch Hill at 11 o'clock I had been below among the passengers, leaving a good pilot and quartermaster on watch. When I returned I passed through the pilot house to go to my room. I saw that everything was going all right and stepped into my room to retire.

"I had been in the room a few minutes when I heard the pilot blow the danger signal on the whistle. I jumped into the pilot house as soon as I could and saw a schooner lifting up and coming directly at us. The pilot gave the quartermaster orders to port the wheel.

"The schooner coming very fast before a stiff breeze, hit the Larchmont on the port side just forward of the smokestack. I tried to ring up the engine room and made to find out conditions below, as I believed the schooner had cut into us and would cause us to leak. I could not get either the engineer or mate, as the schooner in hitting us broke the main steam pipe, causing the ship to be enveloped in steam. I then sent a quartermaster below to see if he could find out the conditions. He came back and reported that the boat was fast filling.

"I immediately gave orders to all officers to go to their stations and lower the boats as quickly as possible. Then, seeing that they were getting the boats ready very fast, I went to my boat and prepared to lower her.

"After getting her into the water, and seeing that the boat was settling very rapidly, I called the crew to get into the boat, and getting in the engine room and made to find out the conditions. I prepared to leave the ship, as she was nearly under water. Seeing no passengers or anybody else around, I pushed off and started around the Larchmont looking for people until she sank. Then I made for Block Island, where we arrived this morning at 8:30 o'clock, all much exhausted and with hands and feet frozen. We were taken care of at the life saving station.

Some of the survivors arrived on another boat, which had followed the captain's boat. The fishing schooner Elsie later on picked up some of the life raft. They had a more terrifying experience even than those in the two boats. On the raft were seven persons alive and the body of another. Two of the survivors were women. They had clung to the raft with the icy water dashing over them and freezing their bodies. When picked up they were just alive and have not been able to tell of their experience. Among these survivors are Harris Feldman and his wife of this city; David Fox of Bridgeport, N. J.; Richard Hall, Providence; Samuel Lacombe and Sadie Albay of New York city. Three more were said to have reached the island late this afternoon on another boat.

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sees for an hour or more and then were sent to put back a revenue cutter got out from New London, however, and two wrecking boats. The revenue cutter was to search for the missing. Other tugs arrived at Block Island this afternoon. The high wind continued all day, however.

THE KENTUCKY ARRIVES.

Early this afternoon, after news of the accident had reached New York the Joy Line steamer Kentucky was ordered to start for Block Island from Fall River. She reached the island at 4 o'clock this afternoon. Her captain had orders to get the survivors and try to find some of the missing. The Kentucky had not left Block Island early this evening and there was uncertainty where she would land.

There is only one cable to the island for telephone and telegraph wires, and communication with the place has been very limited. No boats had come in up to 10 o'clock this evening. The boats that did get out to the island took nearly four hours to make the trip, it was said. The first news of the accident reached this city from the islanders, who said that a boat with shipwrecked people had come ashore on one of the points at some distance from the settlement. They did not know from what ship they had come.

The first news that it was the Larchmont that had been sunk came from the wireless station at Point Judith. It caused great excitement here, and when it became known generally, the offices of the line were besieged with anxious people moaning piteously over the fate of their friends and relatives who had embarked on the steamer.

Soon after the few survivors reached the island some of the Larchmont's freight began to drift ashore here and many bodies, showing the extent of the disaster. After the two vessels came together, it appears, the Larchmont drifted away from the schooner. The latter had her bowsprit carried away and her bow smashed so that she began to take in water. Her crew thought that the steamer was not as badly hurt as their vessel was and bent their efforts toward making land.

They finally reached her about a mile from the life saving station, where she lies in about twenty feet of water. The crew were saved and cared for by the life savers.

CAPT. HALEY'S STATEMENT.

This afternoon Capt. Haley of the schooner told the following story: "We left Port Amboy on Thursday with a cargo of coal and got tied up by the ice at City Island. We did not leave there until Monday morning. We came along at good speed through the Sound. Last night after we got out of the Race I went below, leaving the deck in charge of the mate. We had a lookout forward and a man named Johnson at the wheel. The night was a beautiful one.

"We had every sail set and were going a little east of north. While I was below I heard the mate say something about the lights not being right. I came on deck and saw several hundred feet off our starboard bow the light of a steamer. The steamer was holding to her course and was pointing then to the starboard of us. I told the mate to keep the Knowlton straight on her course.

"I just turned to look at the steamer when I saw her veer sharply to port and cut directly across my path. I knew that a collision was a certainty. Both boats were travelling fast. She hit us on the bow. All of us before the collision tried to shout, and one of the crew blew a horn, but it did no good. She began blowing her whistles just before she hit us.

"I did not dare to back. After the blow the Larchmont lurched badly but then veered off and seemed to continue on her way. We had five feet of water in our hold and I decided to get ashore as soon as I could. We launched a small boat finally and reached the shore, losing all of our belongings except what we had on."

Capt. Haley said that the shock was sufficient to knock every one on the schooner but himself off his feet. The schooner's skipper is an old Maine sea captain, 55 years old, who has been afloat since he was a small boy. He was insistent that the collision was entirely due to those on the steamer. He said that he was prepared for any investigation. He fixed the time of the accident at 10:45 P. M.

Capt. McVay said to-day that he saw the schooner on the port side of the Larchmont and that the schooner suddenly changed her course and came right for the steamer. He said that after the collision he sent for the quartermaster and the pilot down below and they reported the ship was sinking rapidly.

"There was no confusion," said the captain. "I ordered the men to their stations and they obeyed orders instantly. I went to my boat as the drill provides. It was on the windward side and we had difficulty in launching it. We took aboard all the boat would hold. We had to row to leeward to keep afloat at first. We had the boat in the water only a few minutes when the ship went down. Some must have gone

down on her. How many I don't know. "As soon as the steamer had gone down we saw three or four boats. They seemed to be full. It was pretty dark. We also saw two other steamers. They were some distance away. One was the Providence of the Fall River line. The other was the Kennebec of the Enterprise line. They knew nothing of our distress and kept on westward. We put out a drag and let the wind take us, rowing when we could. In that way we made the island."

PURSER SAYS 125 PASSENGERS.

There is a difference of opinion between the purser and the captain as to the number of persons on board the Larchmont. To-night the captain said that he did not believe there were more than seventy-five passengers aboard. He thought that the number was between fifty and seventy-five. Purser Young, who had charge of the passenger list, said that the captain was mistaken, and that he knew by the number of names on the list that there were at least 125 passengers on board. The passenger list is made up in Providence and is sent to New York in charge of the purser.

There is, therefore, no list of names to tell just who was on board the boat as the list went down with the ship. Captain McVay said that the crew numbered 45 men. In telling of the accident late to-night Capt. McVay said that at the time of the collision the pilot house was in charge of Pilot Hansen, who lives in Providence.

THE RESCUED AND MISSING.

List of Those Known to Have Been Saved From the Larchmont.

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THE RESCUED.

BONCE, HARRY, Providence, R. I., passenger.

COOK, JACOB, Providence, R. I., passenger.

COOK, MANUEL, passenger.

DOLAN, FRANK, Bremen on the Larchmont.

HEINIGER, FREDERICK, passenger.

LIEBERT, MARTIN, New York city, Bremen.

MCFARLAN, LOUIS, Birmingham, R. C. waiter.

MCVAY, GEORGE J., Providence, R. I., captain of the Larchmont.

MOONEY, FREDERICK, East Providence, passenger.

PAUL, SAMUEL, Providence, R. I., passenger.

PAUL, MRS. SAMUEL, Providence, R. I., passenger.

PAUL, MATILDA, 19 years old, Providence, R. I., passenger.

PAUL, PAULINE, 15 years old, Providence, R. I., passenger.

PHILLIPS, the Rev. Mr., Providence, R. I., passenger.

RESAN, ZITANO, passenger.

STAPLES, JAMES, Brookville, Me., quartermaster.

WILSON, JOHN, New York, waiter.

WILSON, FRANK C., Providence, R. I., passenger.

WYMAN, GEORGE, pilot.

YOUNG OSCAR, Providence, R. I., purser.

MISSED.

BECKLEY, ANNA, Salvation Army candidate, Worcester, Mass.

CHEN, BLOOM, Miss—, Salvation Army candidate, Lynn, Mass.

HELGREN, HELGER, Captain Salvation Army, Lynn, Mass.

JOHN, ALMA, Salvation Army candidate, Worcester, Mass.

LAMBERT, ELLEN, Captain Salvation Army, Worcester, Mass.

LANE, ANTONIO, Providence, R. I., passenger.

LEWIS, ANNA, Captain Salvation Army, Cambridge, Mass.

LYND, CLAUDE W., sailor, Providence, R. I.

MOHRE, JOHN, Lieutenant Salvation Army, Lynn, Mass.

MULLIGAN, JOSEPH P., mason, Woonsocket, R. I.

ODEN, ANNA, Salvation Army candidate, Worcester, Mass.

PERKINS, R. H., Boston, Mass.

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RICHMOND, ANNA, Captain Salvation Army, Lynn, Mass.

SWAN, RICHARD, Captain Salvation Army, Worcester, Mass.

Of the forty-five dead on the island only the following five have been identified:

THE DEAD.

HARRIS, JOHN, steward, Brookville, Me.

HOBBS, CASPER, first assistant engineer, Albany, N. Y.

LOGAN, JOHN, assistant engineer, New York city.

SMITH, GEORGE A., watchman, Oneville, L. I.

ZADNIS, JACOB, watchman, Patterson, N. J.

LOST SALVATION SOLDIERS.

Swedish Army Here Thinks From Ten to Fourteen Were on the Boat.

One of the Swedish branches of the Salvation Army here headquarters as a Salvation Army ship. They reported last night that ten of the members of that branch had been lost on the Larchmont. The members were coming from New England towns to be present at the congress of the Swedish branch of the Salvation Army now in session at 218 East Fortieth street. Seven of the delegates arrived on the Fall River line boat and they gave the information concerning their comrades who had taken the Joy Line. These who are believed to have gone down with the Larchmont are:

Capt. Anna Lofstrand of Cambridge, Mass.; Capt. Anna Runberg of Lynn, Mass.; Capt. Helger Helgren of Lynn, Mass.; Capt. Richard Swan of Worcester, Mass.; Capt. John Mohre of Worcester; Emma Beckler of Worcester; Anna Johnson of Worcester; Capt. Anna Oden of Worcester; and Capt. Ellen Lambert of Boston. Those not named as officers were coming to the congress as candidates for commissions.

At 218 East Fortieth street it was said that as far as they know there were seven Swedish officers and three cadets on board the Larchmont. The cadets were coming here to get commissions. There were also believed to be four members of the Salvation Army post at Lynn, Mass., on board.

WORCESTER FOLKS ON BOARD.

Several tickets sold for the Larchmont's Trip—No Names Taken.

WORCESTER, Mass., Feb. 12.—According to an article in the Worcester Post to-night several Worcester people, if using their tickets purchased for that purpose, were passengers on the Larchmont. This information was received from the office of Sven E. Hanson, 241 Main street, who has the exclusive agency for the Joy Line in this city. It was said there that several tickets were sold for last night's trip, but as there were no stateroom tickets purchased no record of the local buyers was kept.

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